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| a. Serial No. | f. Foreign Priority | k. Print Claim(s) | p. PTO-1449 |
| b. Applicant(s) | g. Disclaimer | l. Print Fig. | q. PTOL-85b |
| c. Continuing Data | h. Microfiche Appendix | m. Searched Column | r. Abstract |
| d. PCT | i. Title | n. PTO-270/328 | s. Sheets/Figs |
| e. Domestic Priority | j. Claims Allowed | o. PTO-892 | t. Other |

- a. Page Missing
- b. Text Continuity
- c. Holes through Data
- d. Other Missing Text
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- c. Duplicate Numbers
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- f. Punctuation
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- k. Other

MESSAGE Continuing Data Application
No. 10/131,393 is listed on Palm/Bib
sheet as CIP, but specification
reads claims the benefit.
Please Advise.

Thank You
initials JMM

Corrected

initials JBH

DESCRIPTIONPROPELLER PROTECTOR SLIPPERCross-Reference to Related Applications

JBH
5-18-04

[0001] This application ^{is a continuation-in-part and} claims the benefit of U.S. Application No. 10/131,393, filed April 23, 2002.

Background of the Invention

[0002] The present invention concerns propeller protectors that are attached over propellers of outboard or inboard motors to protect individuals from accidental injury when in proximity to the propeller. In particular, the present invention relates to a propeller protector slipper that easily slides over and attaches to a propeller thus increasing the safety of the user and other individuals from the propeller blades, whether the propeller is up or down, trailoring, in water, or in storage. Advantageously, the protective slipper of the subject invention protects the propeller from damage.

[0003] Typically, the edges of propeller blades are very sharp and hazardous to any individuals within their vicinity, including boating passengers. People boarding or disembarking from boats may injure themselves on the sharp edges of the propeller blades. Such injuries often require stitches and are subject to infection based on the condition of the propeller and ambient water quality. Unfortunately, fatal injuries such as drowning may also result from individual contact with unprotected propeller blades.

[0004] Often, boat or pleasure-craft operators maneuver and anchor their craft in relatively shallow water, sometimes in areas where the boat comes in contact with the bottom of a lake or river, so that passengers can casually wade in the water and touch the bottom of the lake or sea while swimming. In order to maneuver in shallow water, the outboard motor or outdrive portion of stern drive systems may be concealed from view when in a functional position or when angled upward to prevent the propeller from contacting the bottom surface. In such cases, the likelihood of injury resulting from contact with exposed propeller blades when swimming or wading in their vicinity is greatly increased. Further, where swimmers are in water areas subject